

DATE

TOP SECRET

ROUTING		
1	MD	9
2	"	10
3	DDA	11
4	IDEA	12
5	CC	13
6	DDSA	14
7	SS	15
8	RXX	16

TO :
FROM :
ACTION:
INFO :

IN 64026

OSA 1-20

TO

TOP SECRET 290730Z CITE

CITE

25X1

PRIORITY INFO PRIORITY

25X1

IDEALIST MAINT LOGS

REF:

1. THE P-17 ENGINE WAS SINGLED OUT FOR GROUNDING DUE TO FOLLOWING FACTORS:

A. ONLY TWO J-75 ENGINES EVER TO SUFFER THIS TYPE FAILURE IN IDEALIST PROGRAM WERE P-17 CONVERSIONS PREVIOUSLY USED IN F-106 PROGRAM.

B. THIS ENGINE WAS INSPECTED FOR SHINGLING TWICE IN THE 40 HOURS PRECEEDING CRASH. THE LAST INSPECTION WAS PERFORMED BY P&W TECH REP UNDER SUPERVISION OF LAC INSPECTOR APPROX 15 HRS PRIOR TO ENG FAILURE.

C. PRESUMING THAT 25 HR INSP IS VALID; WE MAY HAVE AN UNDEFINED PROBLEM IN THE NO 1 DISC

D. WE DO NOT HAVE SAME PART NBR DISC IN NO 1 POSITION IN ALL P-17 CONVERSIONS (ENG P611434 HAD PN 310501

TOP SECRET

T O P S E C R E T

25X1 PAGE TWO

25X1

INSTALLED AND ENG P610744 HAS PN 326476 INSTALLED AS
EXAMPLE.) ALSO PLEASE STATE WHICH PART NUMBER REFERRED
TO IN PARA 2 OF REF WIRE.

E. TWO FAILURES IN TEN POSSESSED ENGS OF THE P-17
TYPE CONSTITUTES A TREND THOUGH THE TOTAL SAMPLE IS SMALL.

2. MA-2 START CARTS HERE ARE IN GOOD CONDITION. ENG
P611434 WAS NEVER STARTED WITH THE SMALL POD TYPE CART
AFTER INSTALLATION IN ART 384

3. IN VIEW OF THE VERY RECENT INSPECTION OF ENG
P611434 FOR SHINGLING PRIOR TO THIS FLIGHT WE MUST CONCLUDE
THAT EITHER OUR INSPECTION IS NOT ADEQUATE OR SHINGLING
DID NOT CAUSE THE PROBLEM.

4. REF PARA 5: PRESUME P/N 504301 DISCS ARE FOR NO 1
POSITION. WHAT IS CAPABILITY TO SUPPORT A QUICK TURN
AROUND PROGRAM STARTING WITH P-17 CONVERSION ENGS FOLLOWED
BY P-19 AND P-2

T O P S E C R E T TOR: 290826Z JUNE 66

T O P S E C R E T